

of tonnage greater than that employed in the foreign trade of the port of New York ; which gave to the Reading Railroad for its last fiscal year, a gross income of over two millions of dollars, and enabled it to pay six per cent. upon the enormous cost of the road—seventeen millions of dollars for ninety-one miles. The Reading Railroad Company, with a wise foresight, did not await a practical demonstration of its incapacity to accommodate the vast amount of transportation now passing over it ; but when its transportation had reached and somewhat exceeded 400,000 tons it laid down a double track. With a foreknowledge that from Dauphin, from Lykens Valley, from Treverton, from Shamokin, from all the Wilksbarre region, millions of tons of coal are only awaiting an outlet to pour themselves into the shipping at our wharves, and bringing along with them all the concomitant advantages attending the accession to our city of the capital and personnel required in the moving of this vast amount of business, and which advantages are to be spread abroad from this great heart of our State through every vein, furnishing to the husbandman, to the mechanic and manufacturer, an enlarged market and increased prices for the products of their labor ; to the merchant and capitalist extended means to be employed in the opening of new channels of trade—new sources of wealth, greatness and prosperity to our city, and through it to the State. With the foreknowledge that this outlet is about to be furnished by the extension of the Susquehanna Railroad up the valley of the Susquehanna ; shall we be less provident than the Reading Railroad Company ; less alive to the great interests of this city and of our State, than was that Company to the interests of our sister city. I trust not ; and had I failed to present these views to you, in the hope that you will commend them to the favorable consideration of the Legislature, it would have been dereliction from an imperative duty, which attaches to me as a guardian, in however humble a sphere, of the interests of our city and State, as well as those of the stockholders of this Company.

Having presented to you a view of the immense trade to which the Baltimore and Susquehanna Railroad Company may justly look forward—leaving entirely out of sight the great accession to travel over the line of our roads, from the proposed junction with the New York and Erie Railroad at Elmira, which placing Baltimore thirty miles nearer to Buffalo than the city of New York, will give us a connection with that city in ten hours—and invited your attention to the necessity of making provision to meet the demand for enlarged capacity in our road, which must infallibly arise therefrom, it may be supposed that I have given some reflection to the best mode of compassing these increased facilities and it may be expected that I should present some suggestions upon the subject.

In the first place then, it is manifest that to accommodate the